
National Park Service
Cultural Landscapes Inventory
2004



Nisqually Entrance
Mount Rainier National Park

Proposed Revisions in the CLI Database for: MORA - Nisqually Entrance

1. Chronology

It is proposed that the following entry be added to the chronology section:

1995	AD	1995	AD	Altered	Circa 1995, foot paths were delineated from the Ranger Checking Station to the maintenance yard.
1998	AD	1998	AD	Altered	By 1998, the comfort stations were closed for public use. They are currently used for storage. The historic paths that connected them, built by CCC crews, have been realigned.
1998	AD	1998	Ad	Built	A radio tower was built between the Entrance Station and the Service Road.
1998	AD	1998	AD	Built	Many of the drainage swales in the central area between the Entrance Station and the Service Road were replaced with underground stormwater piping.
2005	AD	2005	AD	Established	The boundary trail/evacuation route, located to the northwest of the exit road, was formalized as an emergency evacuation route in the event of a lahar.
2005	AD	2005	AD	Restored	The entrance arch was restored.
2006	AD	2009	AD	Built	Small gabled log structures enclosing the fire hydrant hoses were added to the district.
2009	AD	2009	AD	Paved	The roadways were repaved.

2. Analysis and Evaluation – Buildings and Structures

It is proposed that the following text (noted in italics) be added to the end of the existing description:

Nisqually Entrance arch (CS-3) is distinguished as a historic structure, rather than a historic building. The original arch was constructed in 1911. Made of massive peeled logs, the structure reflected the scale and materials of the surrounding forest. With its rustic carved sign hanging by chains from the crossbeam, the arch became an icon for Mount Rainier National Park, symbolizing the entry into a unique landscape experience. The arch was rebuilt with wider dimensions in 1924, as part of the widening of the Road to Paradise. Albert Good featured the arch in his 1935 study "Park Structures and Facilities" (Good, 17, 23: 1935). Good noted that such overhead structures were no longer popular in park construction in the 1930s. While he thought entrance gates sometimes suggestive of the entrance

to a "burial park," he conceded that the Nisqually Entrance arch was particularly appropriate, as the "huge cedar logs used are doubtless representative of the size of the timber that features the region." The arch persisted for almost 50 years, until 1973, when it was reconstructed with in-kind materials and original design, however, the historic half-log sign was incorporated into the reconstruction, and still announces "Mt. Rainier National Park" to visitors. *In 2005 the entrance arch was restored, which included pressure washing the entire structure, cleaning and re-stuffing the joints with oakum, and treating the structure with a linseed oil coating.*

The two comfort stations (N-301 and N-302) built in 1927, and the equipment building (N-201) built in 1934, are the other three buildings dating from the 1925-1941 period. The equipment building currently serves as a workshop and is in good condition, though neither of the comfort stations still functions in their original capacity. *Sometime before 1992, both comfort stations stopped being used for their original purpose.* N-302, the building located almost behind the entrance station ~~is currently boarded up, and is in a deteriorated condition~~ *is now used for storage.* N-301, the comfort station furthest from the entrance station, ~~is now~~ *was used as a work station for a number of years but is currently also used for storage.* All three buildings still retain their historic location and rustic character.

3. Analysis and Evaluation - Circulation

It is proposed that the following changes are made to this section (additional text shown in italics and text to be removed notated by a strikethrough):

Circulation

After 1907, visitors traveling to the park in their automobiles were required to stop at the Oscar Brown cabin to register and pay for a vehicle permit. A reported 3,230 vehicles entered the park in 1919, each paying a \$5 fee. After the construction of the new entrance station in 1926, vehicles no longer stopped at the Oscar Brown cabin, but instead pulled up to the front of the entrance station to pay their fee. A oneway exit lane ran north of the station and rejoined the entry lane before passing out of the arch. Other roads through the area included a service road and parking area associated with the buildings south of the main road, and a driveway leading to the residences north of the exit lane. Originally these roads had a gravel surface, but they were later paved. A stone-lined path leads to the Ranger's residence from stone steps and a retaining wall along the road. Early photographs of the Superintendent's residence show dirt paths extending across the front lawn between the porch and driveway. Paths built by the CCC in 1935 connected the comfort stations with the entrance station. The paths were unpaved, and lined with small stones. A path also led directly from the entry lane of the Road to Paradise to the Oscar Brown cabin. *This path is no longer used but is still partially visible.*

A series of small changes have taken place since 1941. In 1962, a detached kiosk was added to the entrance station to accommodate vehicles that were too large for the porte cochere. In 1985, a second kiosk and vehicle lane was added, widening the entry lane of the Road to Paradise at this point. The parking area in front of the Superintendents residence was enlarged and the driveway to the Ranger's residence was added. The earlier configuration of the parking area ~~behind the~~ *to the northeast of the* equipment building is not known, but presently, there are spaces for about ten vehicles, and rocks outline the area. *There is an additional gravel parking area to the south of the equipment building and service road. There are two paths that connect the equipment building and parking area with the entrance station. These appear to be reconfigured from the original CCC paths that connected the*

entrance station with the comfort station. A short road extends east from the parking lot to the chlorination building. From here a path enters the woods towards Sunshine Point campground. In 1992, a path was built from the service road to the Oscar Brown cabin. A new path has been added heading northwest from the vehicle exit lane, it appears to connect with the chief ranger's residence.

Despite the changes described, the overall pattern of circulation throughout Nisqually Entrance is still recognizably similar to the circulation that existed in the 1925-1941 period.

4. Analysis and Evaluation – Natural Systems and Features

It is proposed that the following changes are made to this section (additional text shown in italics and text to be removed notated by a strikethrough):

Natural Systems And Features

Historically, erosion from steep slopes and drainage problems were the two chief concerns in the development of Nisqually Entrance. North of the entry arch, a dry-laid rock retaining wall approximately 12 feet high, was constructed. This structure connected with another wall supporting the south-sloping front yard of the Superintendent's residence. Another low rock retaining wall extended from the east side of the driveway along the toe of the north slope. In 1933, the Civilian Conservation Corps (CCC) installed earth-filled log grids on this embankment, in an effort to stop erosion and slippage. The CCC planted the reinforced slope to hide construction scars. (The exact location of this work was not found in historic documentation.) North of the exit lane a vegetated swale was created in parallel to the road, to accommodate storm water run-off from the above slope. Leading from the swale, a culvert passed under the Road to Paradise, emptying into a depression in a vegetated island between the exit and entry lanes. Storm water accumulated within the central island and was then fed by another culvert under the entry lane to a swale paralleling the south side of the Road to Paradise. The CCC lined these swales with sod. A small wetland area, just east of the checking station, posed drainage challenges on the south side of the Road to Paradise. In 1935, the CCC built elevated paths on dykes at the edge of the wetland, leading to the comfort stations. Culverts were placed beneath each dyke to allow the wetland to drain under the pathways towards the park boundary. Drainage problems south of the Road to Paradise contributed to the replacement of the checking station foundation in 1936, with a stone masonry foundation. In performing this work, the CCC raised the finished floor elevation of the checking station by one foot.

Today, these drainage features still remain, and reflect a response to natural features at Nisqually Entrance. *Many of the drainage swales have been converted to underground stormwater pipes that connect with the historic culverts. There is only a small open swale left between the entrance station and the service road entrance. An additional culvert has been added under the northwest section of the exit lane and drains into the vegetated island.* In some cases, the efficacy of drainage features has been reduced through lack of maintenance. ~~Where drainage swales have been allowed to fill with forest debris and vegetation, and where culverts have not been cleaned out, the drainage system does not efficiently conduct water and pooling of storm water occurs.~~

5. Analysis and Evaluation – Small Scale Features

It is proposed that the following paragraph (noted in italics) be added to the existing description of small-scale features:

A radio tower has been added to the forested area between the entrance station and the service road entrance. A few small gabled log structures (approximately the size of a dog house), which house fire hydrant hoses, have been added around the central areas of the district. New utility work has been done in the district as evident by a new transformer and electrical boxes located southeast of the equipment building.

6. Condition Assessment and Impacts – Condition Assessment:

It is proposed that the condition of the historic district be moved from Fair to Good.

Condition Assessment: ~~Fair~~ *Good*

7. Condition Assessment and Impacts – Explanatory Notes:

It is proposed that the following changes are made to this section (additional text shown in italics and text to be removed notated by a strikethrough):

Explanatory Notes:
The district was moved to good condition because major drainage issues have been resolved and all contributing features are stable.

8. Condition Assessment and Impacts – Stabilization Measures:

It is proposed that the following changes are made to this section (additional text shown in italics and text to be removed notated by a strikethrough):

Stabilization Measures

The east side of the Entrance Station needs a subtle re-grading in order to ensure positive drainage of water away from the foundation.

Some cyclical maintenance (such as clearing culverts/drainage pipes and pruning vegetation in order to keep clear sight lines for vehicles) is required approximately every three years.

The Ranger Residence has a rodent problem that will need to be evaluated and stabilized.

9. Condition Assessment and Impacts – Impact:

It is proposed that the following changes are made to this section (additional text shown in italics and text to be removed notated by a strikethrough):

Type of Impact: Improper Drainage

Internal/External: Internal

Description:

~~Pooling of water on the road surface occurs during wet months of the year, as storm water is not adequately conducted into swales. This is due to lack of maintenance of drainage swales, and the swales filling up with sediment and vegetation over time.~~ *The east side of the entrance station does not have positive drainage, which could cause deterioration and/or increase settling of the foundation. This drainage pattern appears to be due to the collection of sediment being carried by stormwater off the roadway and the accumulation of forest duff around the cabin.*

10. Additional Graphics/Maps/Images:

1. Updated all maps to show boundary of district
2. Updated photos of restored entrance arch (including past photos)
3. Updated map of circulation, add photos
4. Updated map of drainage features, add photos
5. Updated photos of small scale features to include radio tower and fire hose structures

**National Park Service
Cultural Landscape Inventory
1998**

**Nisqually Entrance
Mount Rainier National Park**

Mount Rainier National Park concurs with the management category and condition assessment identified by this CLI Level II report, as given below:

MANAGEMENT CATEGORY: **Must be preserved and maintained**

CONDITION ASSESSMENT: **Fair**

 3/2/04
Superintendent, Mount Rainier National Park Date

Please return to:

Erica Owens
Historical Landscape Architect
National Park Service
Pacific West Regional Office
909 First Avenue
Seattle, WA 98104-1060



STATE OF WASHINGTON

Office of Archaeology and Historic Preservation

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 Fax Number (360) 586-3067

June 18, 2004

Dr. Stephanie Toothman, Chief
National Park Service, Pacific West Region
909 First Avenue, Fifth Floor
Seattle, Washington 98104-1060

In future correspondence please refer to:

Log: 061804-52-NPS

Property: Mt. Rainier, Olympic, and North Cascades National Parks

Re: Formal Concurrence on 12 Cultural Landscape Inventory and List of Classified Structures

Dear Dr. Toothman:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP). The above referenced properties have been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800.

Based upon your documentation, I understand that the National Park Service (NPS) requests formal concurrence from the SHPO in order to certify that the Cultural Landscape Inventory (CLI) and List of Classified Structures (LCS) is complete. My review is based upon documentation contained in your documentation.

In response, you will find our concurrence on the 12 CLIs and associated LCS located in Mount Rainier, Olympic and North Cascades National Parks. The documentation prepared for this review will be retained in the Washington State Inventory of Cultural Resources for future reference and research.

Again, thank you for the opportunity to review and comment on these reviews as well as for the assistance and work of Erica Owens. Should you have any questions please feel free to contact me at 360-586-3073 or gregg@cted.wa.gov.

Sincerely,


Gregory Griffith
Deputy State Historic Preservation Officer

Enclosures ✓

JUN 07 2004

NISQUALLY ENTRANCE
MOUNT RAINIER NATIONAL PARK

Archaeology and
 Historic Preservation

Washington SHPO Eligibility Determination

Section 110 Actions Requested:

- 1) SHPO concurrence with the Setting description.

I concur, I do not concur that the Setting as described in the Cultural Landscape Inventory (CLI) contributes to the Nisqually Entrance (The 1997 National Historic Landmark District Nomination describes spatial organization, circulation, topography, and vegetation of Nisqually Entrance. This CLI expands the description of those four landscape characteristics and adds descriptions of natural systems and features, land use, and views and vistas. See the Analysis and Evaluation).

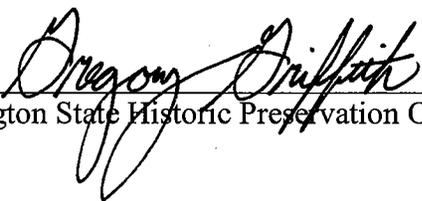
The following structures, located within the historic district, are already listed on the National Register as contributing elements of the Nisqually Entrance:

LCS number	Structure Name	Park Structure Number
(No number)	Comfort Station Cul-de-sac Road	
006697	Entrance Arch	N-001/CS-3
006702	Oscar Brown Cabin	N-103/NE-103
006701	Ranger's Residence	N-102/NE-102
012969	Superintendent's Residence	N-101/NE-101
012966	Ranger Checking Station & Residence	N-001/NE-001
030242	Equipment Building	N-201
030243	Men's Comfort Station	N-301
030244	Women's Comfort Station	N-302

The following structures, located within the historic district, are already listed on the National Register as non-contributing elements of the Nisqually Entrance:

LCS number	Structure Name	Park Structure Number
N/A	Kiosk Bypass Road	
N/A	Shed near Superintendent's Residence	

Reasons/comments why any 'Do Not Concur' blocks were checked:

 **DSHPO**
FOR Washington State Historic Preservation Officer 6/18/04
Date

Please return forms to the attention of:
Erica Owens
CLI Co-coordinator
National Park Service
Pacific West Regional Office-Seattle
909 1st Ave, Floor 5
Seattle, WA 98104
(206) 220-4128
erica_owens@nps.gov

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Executive Summary

General Introduction to the CLI

The Cultural Landscapes Inventory (CLI) is a comprehensive inventory of all historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, physical development, significance, National Register of Historic Places eligibility, condition, as well as other valuable information for park management. Inventoried landscapes are listed on, or eligible for, the National Register of Historic Places, or otherwise treated as cultural resources. To automate the inventory, the Cultural Landscapes Automated Inventory Management System (CLAIMS) database was created in 1996. CLAIMS provides an analytical tool for querying information associated with the CLI.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, NPS Management Policies (2001), and Director's Order #28: Cultural Resource Management (1998). Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report on an annual performance plan that is tied to 6-year strategic plan. The NPS strategic plan has two goals related to cultural landscapes: condition (1a7) and progress on the CLI (1b2b). Because the CLI is the baseline of cultural landscapes in the National Park System, it serves as the vehicle for tracking these goals.

For these reasons, the Park Cultural Landscapes Program considers the completion of the CLI to be a servicewide priority. The information in the CLI is useful at all levels of the park service. At the national and regional levels it is used to inform planning efforts and budget decisions. At the park level, the CLI assists managers to plan, program, and prioritize funds. It is a record of cultural landscape treatment and management decisions and the physical narrative may be used to enhance interpretation programs.

Implementation of the CLI is coordinated on the Region/Support Office level. Each Region/Support Office creates a priority list for CLI work based on park planning needs, proposed development projects, lack of landscape documentation (which adversely affects the preservation or management of the resource), baseline information needs and Region/Support office priorities. This list is updated annually to respond to changing needs and priorities. Completed CLI records are uploaded at the end of the fiscal year to the National Center for Cultural Resources, Park Cultural Landscapes Program in Washington, DC. Only data officially entered into the National Center's CLI database is considered "certified data" for GPRA reporting.

The CLI is completed in a multi-level process with each level corresponding to a specific degree of effort and detail. From Level 0: Park Reconnaissance Survey through Level II: Landscape Analysis and Evaluation, additional information is collected, prior information is refined, and decisions are made regarding if and how to proceed. The relationship between Level 0, I, and II is direct and the CLI for a landscape or component landscape inventory unit is not considered finished until Level II is complete.

A number of steps are involved in completing a Level II inventory record. The process begins when the CLI team meets with park management and staff to clarify the purpose of the CLI and is followed by historical research, documentation, and fieldwork. Information is derived from two efforts: secondary sources that are usually available in the park's or regions' files, libraries, and archives and on-site landscape investigation(s). This information is entered into CLI database as text or graphics. A park report is generated from the database and becomes the vehicle for consultation with the park and the

SHPO/TPO.

Level III: Feature Inventory and Assessment is a distinct inventory level in the CLI and is optional. This level provides an opportunity to inventory and evaluate important landscape features identified at Level II as contributing to the significance of a landscape or component landscape, not listed on the LCS. This level allows for an individual landscape feature to be assessed and the costs associated with treatment recorded.

The ultimate goal of the Park Cultural Landscapes Program is a complete inventory of landscapes, component landscapes, and where appropriate, associated landscape features in the National Park System. The end result, when combined with the LCS, will be an inventory of all physical aspects of any given property.

Relationship between the CLI and a CLR

While there are some similarities, the CLI Level II is not the same as a Cultural Landscape Report (CLR). Using secondary sources, the CLI Level II provides information to establish historic significance by determining whether there are sufficient extant features to convey the property's historic appearance and function. The CLI includes the preliminary identification and analysis to define contributing features, but does not provide the more definitive detail contained within a CLR, which involves more in-depth research, using primary rather than secondary source material.

The CLR is a treatment document and presents recommendations on how to preserve, restore, or rehabilitate the significant landscape and its contributing features based on historical documentation, analysis of existing conditions, and the Secretary of the Interior's standards and guidelines as they apply to the treatment of historic landscapes. The CLI, on the other hand, records impacts to the landscape and condition (good, fair, poor) in consultation with park management. Stabilization costs associated with mitigating impacts may be recorded in the CLI and therefore the CLI may advise on simple and appropriate stabilization measures associated with these costs if that information is not provided elsewhere.

When the park decides to manage and treat an identified cultural landscape, a CLR may be necessary to work through the treatment options and set priorities. A historical landscape architect can assist the park in deciding the appropriate scope of work and an approach for accomplishing the CLR. When minor actions are necessary, a CLI Level II park report may provide sufficient documentation to support the Section 106 compliance process.

Park Information

Park Name: Mount Rainier National Park
Administrative Unit: Mount Rainier National Park
Park Organization Code: 9450
Park Alpha Code: MORA

Property Level And CLI Number

Property Level: Component Landscape
Name: Nisqually Entrance
CLI Identification Number: 400018
Parent Landscape CLI ID Number: 400002

Inventory Summary

Inventory Level: Level II

Completion Status:

Level 0

Date Data Collected - Level 0: 1/1/1990
Level 0 Recorder: S. Toothman
Date Level 0 Entered: 1/1/1990
Level 0 Data Entry Recorder: S. Toothman
Level 0 Site Visit: Yes

Level I

Date Level I Data Collected: 7/26/1994
Level I Data Collection: C. Gilbert, Norwaad and Thorson Dodroe
Date Level I Entered: 7/26/1994
Level I Data Entry Recorder: C. Gilbert, Norwaad and Thorson Dodroe
Level I Site Visit: Yes

Level II

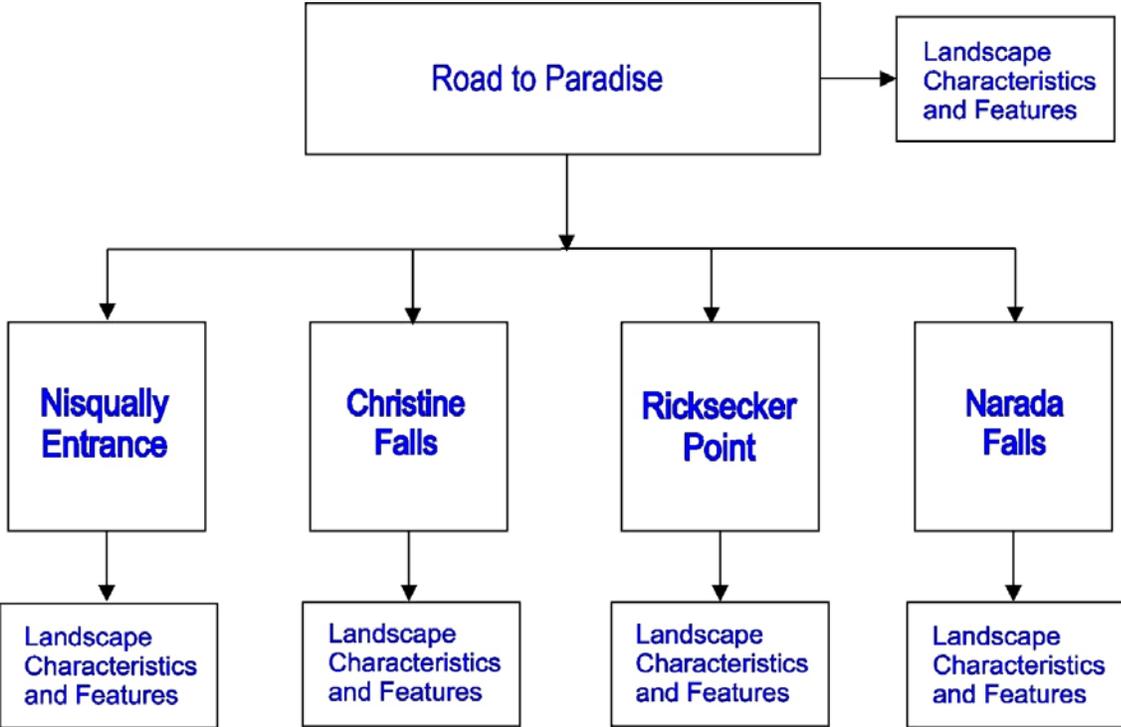
Date Level II Data Collected: 10/1/1998
Level II Data Collection: S. Dolan
Date Level II Entered: 10/1/1998
Level II Data Entry Recorder: S. Dolan
Level II Site Visit: Yes
Date of Concurrence: 3/2/2004

Component Landscape Description

Nisqually Entrance is one component of the 18.4-mile long Road to Paradise. It is located at the southwest corner of the National Park boundary, and marks the beginning of the road. Nisqually Entrance is a historic designed landscape, and was developed over a period dating from 1906 to 1941. The site was developed as an entrance station by early federal employees, National Park Service staff and the Civilian Conservation Corps, in accordance with the rustic style of architecture and naturalistic landscape design. This approximately 15-acre landscape was laid out to support the functions of a park entrance station, with park entry and exit circulation, an administrative core, and peripheral residential and utility areas. Nisqually Entrance is the longest operating entrance station in the National Park System, and remains the busiest entrance to Mount Rainier National Park.

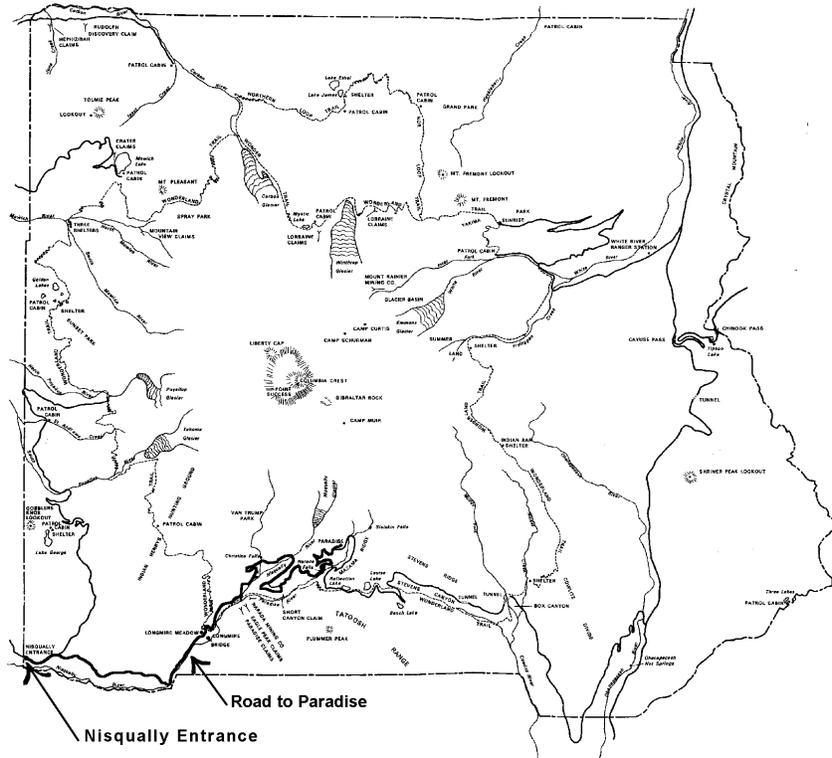
Cultural Landscapes Inventory Hierarchy Description

Nisqually Entrance is one of four, component landscapes of the Road to Paradise.



CLI hierarchy diagram showing the historic designed landscape Nisqually Entrance as one component of the Road to Paradise.

Location Map



Map indicating the location of Nisqually Entrance within Mount Rainier National Park. Historic Resource Study Map, 1981.

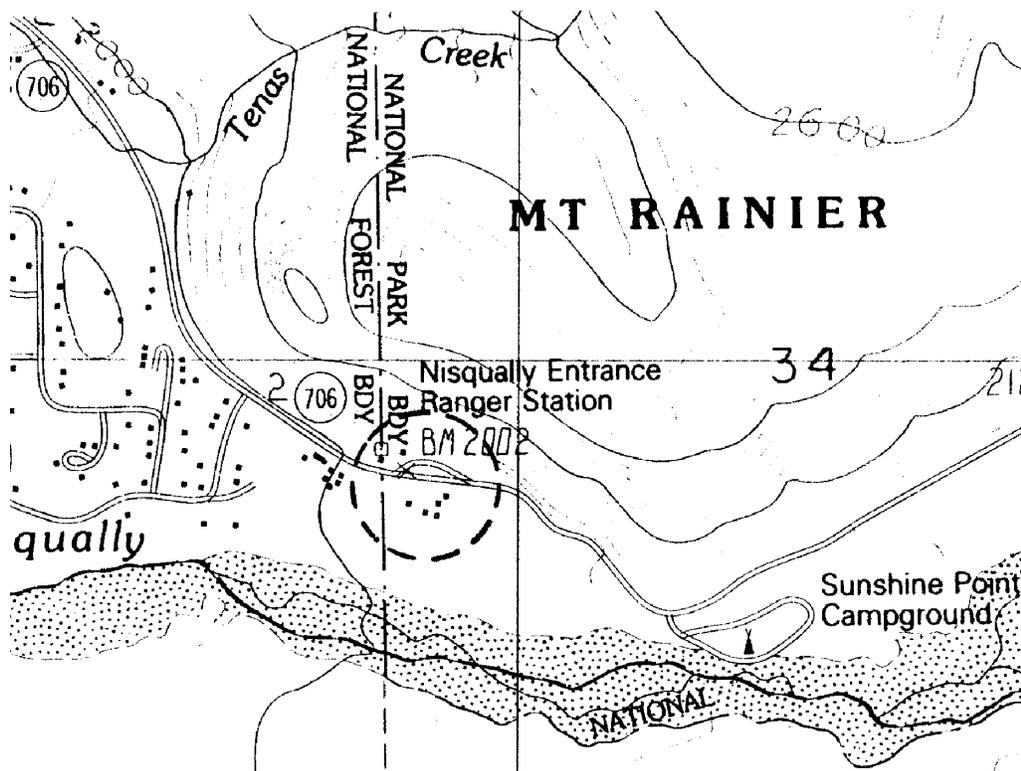
Boundary Description

A rectangle, starting on the park boundary line at the mid-point of the entrance arch, then due north along the boundary line for 400 feet, then due east for 800 feet, then due south for 800 feet, then due west for 800 feet, then due north for 400 feet.

Regional Context

Physiographic Context

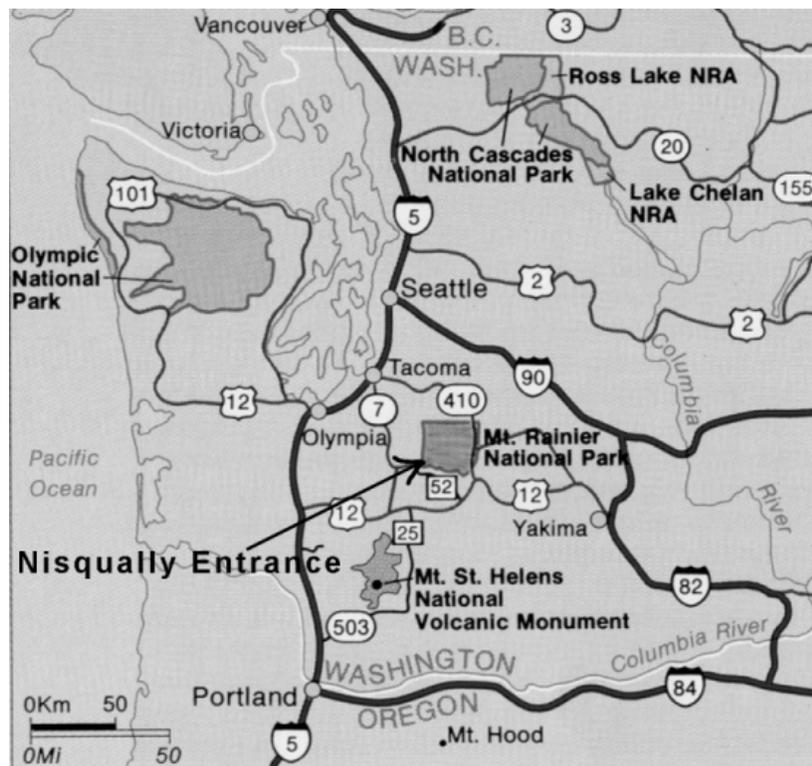
Nisqually Entrance is located on a relatively large river terrace, approximately 1200 feet north of the Nisqually River. Steep slopes define the northern edge of the district, and a wetland to the south of the Road to Paradise creates a southern boundary.



Map illustrating the physiographic context of Nisqually Entrance, in proximity to the Nisqually River. USGS, 1987.

Political Context

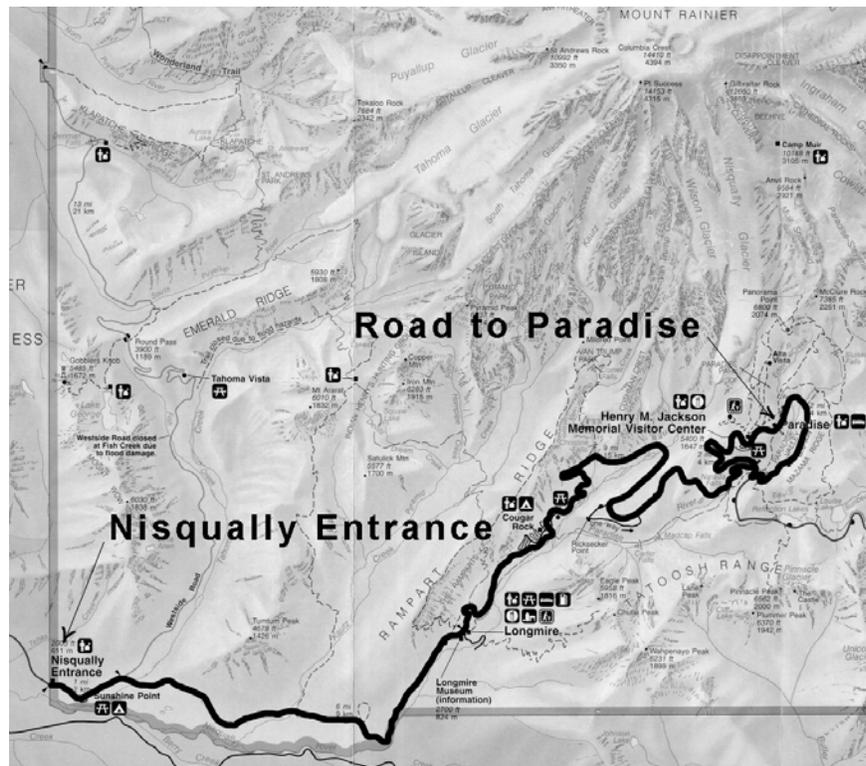
Nisqually Entrance is located within the boundaries of Mount Rainier National Park. The entrance station is part of the west boundary of the park.



Regional map showing the political context of Nisqually Entrance and Mount Rainier National Park.

Cultural Context

Nisqually Entrance is located at the west boundary of Mount Rainier National Park, where it has existed since the establishment of the park in 1898. Nisqually Entrance marks the point of beginning of the Road to Paradise, the most highly used road within the park.



Map illustrating the cultural context of Nisqually Entrance within Mount Rainier National Park.

Chronology

Year	Event	Description
1899 AD	Established	Mount Rainier National Park was established.
1906 - 1908 AD	Built	A stick-style cabin was constructed just inside the western boundary of the National Park, as a residence for a ranger who collected automobile permit fees. The building became known as the "Oscar Brown cabin," after its first occupant.
1907 AD	Established	Automobiles were allowed into the National Park by permit.
1908 - 1917 AD	Developed	Oscar Brown cabin functioned as the park headquarters.
1911 AD	Built	A massive, peeled-log arch was built at the western boundary of the National Park. It became known as the Nisqually Entrance arch.
1915 AD	Built	A Superintendent's residence and a Ranger's residence were both constructed near the Nisqually Entrance arch.
1924 - 1926 AD	Altered	Nisqually Entrance arch was widened to 30 feet, as part of the reconstruction of the Road to Paradise.
1926 AD	Built	A rustic style entrance station, known as the Nisqually Entrance station, was built approximately five hundred feet east of the Nisqually Entrance arch. Architect: Daniel Hull
1927 AD	Built	Two rustic style comfort stations were added to the Nisqually Entrance; conifers, shrubs and ferns were planted near the arch, and rock work was added around the base of the arch.
1933 AD	Altered	A "troublesome" slope near the Nisqually Entrance arch was treated for erosion control, using log cribbing.

1934 AD	Built	An equipment building was constructed at Nisqually Entrance.
1935 AD	Built	Trails from the entrance station to the comfort stations were built by the Civilian Conservation Corps (CCC). Ditches and culverts were installed, trees and shrubs were planted around the comfort stations, paths were rock-lined, and ditches were sodded. Builder: Civilian Conservation Corps
1936 AD	Rehabilitated	Entrance station was rehabilitated by the CCC. This included replacing the roof, installing a new concrete foundation, and remodeling the interior into 2 separate apartments.
1937 AD	Rehabilitated	A porte-cochere was added to the entrance station by the CCC. This extended out over the Road to Paradise and had a log and stone booth built under the outer edge of the porch.
1946 AD	Destroyed	The booth at the entrance station was destroyed when it was struck by a US Marine Corps bus.
1962 AD	Built	A detached kiosk was built at the entrance station as a Mission 66 project. The kiosk served vehicles too large to drive under the porte-cochere.
1965 AD	Built	A carport with a covered walkway was built at the Superintendent's residence.
1973 AD	Reconstructed	Nisqually Entrance arch was reconstructed, but the original sign hanging from the arch was retained.
1980 AD	Built	A woodshed was built at the Superintendent's residence.
1985 AD	Built	A second detached kiosk was added, and a concrete pad and flagstone island were installed. Curb and bituminous pavement were removed, soil and plants were added. The road was modified: a superelevation to exit was added along with safety markings.

1987 AD

Rehabilitated

The Oscar Brown cabin was rehabilitated.

Statement Of Significance

Nisqually Entrance was included in the 2/18/97 National Historic Landmark nomination for Mount Rainier National Park as a developed area which contributes to the significance of the National Historic Landmark District. The National Historic Landmark District is significant for National Park Service (NPS) landscape architecture, and NPS master planning.

Nisqually Entrance is significant for its design and construction (criterion C), embodying the complimentary styles of rustic architecture and naturalistic landscape architecture. Nisqually Entrance is also significant for its association with the American Parks Movement and early NPS master planning (criterion A). Beginning in 1906, Nisqually Entrance was developed over a period of several decades according to the styles of architecture and landscape architecture adopted by the NPS for the development of areas preserved for their scenic beauty. These styles, the rustic style of architecture and the naturalistic style of landscape architecture, were intended to harmonize built works with natural landscape scenery, by using native materials, irregular forms, and inconspicuous developments. Nisqually Entrance exhibits the rustic style of architecture in the design of the log and wood frame buildings and structures, the cedar-shingled roofs, the stone foundations and their dark brown facades, which render them less conspicuous within the coniferous forest. Nisqually Entrance exhibits the naturalistic style of landscape architecture in the spatial organization of the landscape. The various functional areas of Nisqually Entrance were sited where they best fit, and least disturbed the native topography. In terms of construction details, only native plants were selected for the revegetation of areas disturbed by construction. Whenever possible, native materials, irregular forms and the diminutive scale of introduced features were designed to be relatively inconspicuous or subordinate to their natural surroundings. Native vegetation was used to screen buildings from the road, and the alignment of the road was placed to fit the natural contours. Paths were laid out with gentle curves, and swales were lined with sod to render them inconspicuous. Dry-laid stone walls and stone steps were used at abrupt grade changes, and these have become unobtrusive through the growth of moss and lichens over time.

During the first period of development, from 1906 to 1915, Nisqually Entrance received the massive, log entrance arch, a checking station, the Superintendent's residence, and a Ranger's residence. These buildings, structure, and the gravel road and driveways which connected them, were concentrated near the western boundary of the National Park. While the first period of development occurred before the creation of the NPS, it began to establish the character of Nisqually Entrance as a rustic entrance station. Until 1917, Nisqually Entrance was the administrative center of the National Park. The entrance station served as the park headquarters, the first ranger station, and the first entrance to a National Park through which automobiles were legally permitted. In the second period of development, from 1925 to 1941, the landscape architecture of Nisqually Entrance was further articulated and refined. The circulation system was expanded, a storm water drainage system was installed, stone walls, steps, and a rockery were built, erosion control measures were installed, and denuded areas were revegetated with native plants. During this period, a new rustic checking station was added, a utility building and parking area were built, the Road to Paradise was modernized (widened and paved), and the functional areas of Nisqually Entrance were clearly delineated and completed. The period of significance for criterion C is determined to be 1925 to 1941, as the development of the entrance station was completed during this period, and by 1941, Nisqually Entrance reflected the distinctive styles of construction which still remain today.

In terms of its association with the American Parks Movement and early NPS master planning, criterion A, Nisqually Entrance is nationally significant for its role in the early administration of the National Park, and as an integral component of the early master plan for the park. The initiation of the master planning process at Mount Rainier National Park was a major advancement in the design and

management of scenic reservations in the United States. The early park master plan and its associated developments, such as Nisqually Entrance, are renowned as the most complete and significant example of early master planning within the National Parks. The period of significance for criterion A is determined to be 1925 to 1941, the period in which Nisqually Entrance was completed, and when its functions were refined to reflect the park master plan.

Physical History

1906-1915

The first period of development of Nisqually Entrance, from 1906-1915, represents some of the earliest federal government construction work in the National Park. During the 17 years between the designation of Mount Rainier National Park and the formation of the National Park Service, the federal government created a formal gateway and an administrative presence at Nisqually Entrance. Nisqually Entrance was the first entry to a National Park to receive an entrance station. Seven years after the creation of the park in 1899, construction began at Nisqually Entrance to build an entrance station. The building of an entrance station was necessitated by the Department of the Interior, who, after lifting a ban on automobiles in the National Parks, required that visitors register their vehicles and pay a fee. Accordingly, the entrance station was completed in 1908, making Mount Rainier the first National Park in which automobiles could legally operate. The entrance station was a rustic, stick-style cabin, constructed just inside the boundary of the park. Built as a ranger's residence, the cabin became known as Oscar Brown cabin, after its first occupant. This building continues to function, and is the oldest remaining building in the park. As the Oscar Brown cabin was completed, the Road to Paradise remained under construction, and visitors could proceed no further along the road than Longmire. After completion of the entrance station, Oscar Brown cabin functioned as the park headquarters for the next nine years. In 1917, the park headquarters was moved to Longmire, and Oscar Brown cabin continued to function solely as the park entrance station.

In 1910, the Secretary of the Interior, Richard A. Ballinger approved the construction of an entrance arch at Nisqually Entrance. Superintendent Edward Hall did not delay, and by the spring of 1911, Hall reported the completion of a peeled cedar log structure at the Nisqually Entrance. The massive log arch was 15 feet high, with log gates spanning the width of the road. A half-log, suspended sign announced "Mt. Rainier National Park," to visitors. In 1915, a Superintendent's and a Ranger's residence were built at Nisqually Entrance, along with a spur driveway off the Road to Paradise to the Superintendent's residence. The Superintendent's residence was located at a promontory point in relation to the Nisqually Entrance arch, where the house would be clearly visible to incoming visitors and the Superintendent would have a clear view of the entrance. The view of the Superintendent's residence from the Nisqually Entrance arch was also a statement to visitors that the park was being civically administrated. Like the Oscar Brown cabin, the Superintendent and Ranger's residences were designed as rustic buildings, with log, wood frame construction, to harmonize with the surrounding forested landscape. The Ranger's residence was more privately located than the Superintendent's Residence. Located uphill from the north side of the Road to Paradise and surrounded by forest vegetation, the Ranger's residence was less visible than the Superintendent's residence. A rustic comfort station with an unknown date of construction may have also been built as part of this first period of development of Nisqually Entrance.



1912 photograph of Oscar Brown cabin, showing visitors arriving on a motorcade tour. Note the gravel parking area in front of the cabin, indicating a greater visibility of the cabin from the road than there is today. (MORA photo file, neg. 4543.)

1925-1941

The second period in the development of Nisqually Entrance coincides with the period of early master planning in the national park. This period also contains the era of the Civilian Conservation Corps, a considerable labor-force made available for work in the park, including at Nisqually Entrance, between 1933 and 1941. Nisqually Entrance was incorporated into the first park master plan of the mid-1920s, as one of a number of entrances to be sited around the park boundary. Nisqually Entrance was intended to serve visitors primarily from the Tacoma-area, or southwest, as it was anticipated that the Carbon River entrance would serve visitors from the Seattle-area, or northwest. In 1925, work began to widen the entire length of the Road to Paradise to 24 feet. The road widening project came as the result of increased appropriations by the National Park, the onset of the park master planning process, and a determination that the 16 foot-wide road was too narrow to accommodate the growing number of visitors' vehicles. As a result of the road-widening project, Nisqually Entrance arch was widened from 22 to 30 feet, between 1924 and 1926. Evidently the old entrance station was deemed inadequate in light of the increased visitation, as in 1926 the park received a \$3,000 appropriation to build a new entrance station at Nisqually Entrance. In selecting a design for the new entrance station, the park considered the types that had been recently constructed at Yellowstone and Yosemite National Parks. The park chose the Yosemite type, being constructed at the side, rather than over the road, as at Yellowstone. Based on the rustic architecture plans by NPS Chief Landscape Engineer Daniel Hull, the structure contained an office registration room, and quarters for three bachelor rangers. The new entrance station was located approximately 500 hundred feet east of the Nisqually Entrance arch, and immediately adjacent to the Road to Paradise. The Oscar Brown cabin remained in use as a residence for park staff.

One year later, in 1927, further construction at Nisqually Entrance added two rustic-style comfort

stations. Landscape improvements were also made that same year: conifers, shrubs and ferns were planted along the side of the Road to Paradise near the Nisqually Entrance arch, and a dry-laid rock wall was built to retain the slope beneath the Superintendent's residence. With the addition of the Civilian Conservation Corps (CCC) labor-force in 1933, some erosion control work was performed at Nisqually Entrance. A particularly "troublesome" slope near the Nisqually Entrance arch was treated with log cribbing, in order to stabilize the soil. The stabilized slope was then revegetated. In 1934, an equipment building was added, expanding the suite of buildings at Nisqually Entrance to seven. The equipment building was located on a spur driveway off the south side of the Road to Paradise, with a parking area flanking the rear side of the building. In 1935, the CCC installed pathways leading off the Road to Paradise to both the men and women's comfort stations. That year, the CCC worked to improve drainage conditions at Nisqually Entrance by digging swales, laying culverts under the road to connect the swales, and then sodding the swales to stabilize them. The CCC also planted trees and shrubs around the comfort stations, and lined the new pathways to each comfort station with rocks.

The CCC performed their last major projects at Nisqually Entrance in 1936-37. These projects made improvements to the entrance station, which had been built ten years previously. In 1936, the CCC replaced the roof, installed a new concrete foundation and remodeled the interior into two separate apartments. The original log doors were replaced with milled wood doors, the interior walls were covered with wallboard, and new fir floors were installed. In 1937, the CCC added a porte-cochere to the entrance station. This extended out over the Road to Paradise and had a log and stone booth built under the outer edge of the porch. Visitors to the National Park would drive in under the porte-cochere, and pay their vehicle permit fee to the ranger on duty at the booth.

By the time the CCC left the park in 1941, Nisqually Entrance appeared largely as it does today. The road alignment reflected a pattern similar to its current location, with the two lanes of the Road to Paradise divided by a large island of forest vegetation. The entry lane into the park led directly to the entrance station porte-cochere, while the exit lane curved northwards and away from the entry lane, passing closer to the Ranger's and Superintendent's residence before joining the main route through the Nisqually Entrance arch once again. By 1941, Nisqually Entrance had seven buildings and numerous structures, including the massive Nisqually Entrance arch, dry-laid stone walls, and stone pathways between the checking station, the comfort stations, and the equipment building. Around the Superintendent's residence, a naturalistic front garden had been formed, with a stone rockery, and a fish pond fed by a water channel, all surrounded by native vegetation.



Nisqually Entrance arch, looking into the park, 1927. (MORA photo file, neg. 1280.)



Nisqually Entrance checking station in the late 1920s, before the porte-cochere and booth were added. (MORA photo file, neg. 1594.)



New path to the women's comfort station, built and rock-lined by the CCC. This photo was taken prior to planting, in 1935. (MORA photo file, neg. 4543.)



New path to the women's comfort station, after planting in 1935. (MORA photo file, neg. 4543.)



Drainage swale at Nisqually Entrance under construction by the CCC in 1935. (MORA photo file, neg. 4546.)

1946-present

A few changes have occurred at Nisqually Entrance since the completion of site development by the CCC. In 1946, a bus crashed into the entrance station, destroying the CCC-built booth under the porte-cochere. During the Mission 66 era, funds were available to build a new ticket kiosk at Nisqually Entrance. The new kiosk was completed in 1962 and was located within one road lane's width of the old porte-cochere. The porte-cochere continued to function as one lane of entry, and the new kiosk served another entry lane for vehicles too tall to fit under the porte-cochere.

In 1965, a carport with a covered walkway was built at the Superintendent's residence. In 1973, Nisqually Entrance arch was reconstructed with in-kind design and materials, however, the original half-log sign announcing "Mt. Rainier National Park" to visitors was retained and still remains. In 1980, a woodshed was added to the Superintendent's residence. In 1985, some modifications were made in the vicinity of the entrance station. A second detached kiosk was added, and a concrete pad and flagstone island were installed. Curb and bituminous pavement were removed, and soil and plants were added. The entry lane of the road was widened to serve the new kiosk, and a plant bed was placed in front of the old porte-cochere, effectively sealing this entry portal off to vehicles. Vehicles have not entered through the porte-cochere since this time. Additionally, a superelevation was added to the exit lane, along with safety markings. In 1987, Oscar Brown cabin was rehabilitated. The cabin is now occupied by the Superintendent. A log-lined, slightly elevated path was built from the utility spur road to the Oscar Brown cabin in 1992. A broad, grass-lined swale was installed in parallel to the south side of the path, which feeds into a culvert under the path as it passes in front of the cabin. The culvert then empties into the main swale paralleling the south side of the Road to Paradise, which conducts storm water towards the park boundary to the west.



The reconstructed Nisqually Entrance arch, looking east. Note the entrance station and one of the kiosks approximately 500 feet along the Road to Paradise from the arch. (CCSO, 1994.)



Nisqually Entrance entrance station, with two kiosks dating from 1985 (far left), and 1962 (middle). Also note the new plant bed in front of the 1930s porte-cochere, sealing this route off to vehicles. CCSO, 1994.

Analysis And Evaluation

Summary

Nisqually Entrance is found to retain integrity of the following landscape characteristics: natural systems and features, spatial organization, topography, circulation, buildings and structures, vegetation, views and vistas, and small scale features. These landscape characteristics and their associated features still convey the physical character of the site developed in the period 1925 to 1941.

Landscape Characteristics And Features

Buildings And Structures

Seven historic buildings and one historic structure can be found at Nisqually Entrance. Four historic buildings pre-date the National Park Service administration of the park, and three buildings and one structure date from the historic period 1925-1941. All of these buildings and structure are included in the List of Classified Structures. The Oscar Brown Cabin (N-103), constructed in 1906, is a rustic log building, and is the oldest extant government building in the park. This building served as the first park headquarters between 1908 and 1917, and as the Superintendent's residence between 1910 and 1915. Since that time, the building has remained a residence, and recently, became once again the home of the Superintendent. While the interior has been remodeled, the exterior is relatively unchanged and contributes to the significance of Nisqually Entrance.

Nisqually Entrance arch (CS-3) is distinguished as a historic structure, rather than a historic building. The original arch was constructed in 1911. Made of massive peeled logs, the structure reflected the scale and materials of the surrounding forest. With its rustic carved sign hanging by chains from the crossbeam, the arch became an icon for Mount Rainier National Park, symbolizing the entry into a unique landscape experience. The arch was rebuilt with wider dimensions in 1924, as part of the widening of the Road to Paradise. Albert Good featured the arch in his 1935 study "Park Structures and Facilities" (Good, 17, 23: 1935). Good noted that such overhead structures were no longer popular in park construction in the 1930s. While he thought entrance gates sometimes suggestive of the entrance to a "burial park," he conceded that the Nisqually Entrance arch was particularly appropriate, as the "huge cedar logs used are doubtless representative of the size of the timber that features the region." The arch persisted for almost 50 years, until 1973, when it was reconstructed with in-kind materials and original design, however, the historic half-log sign was incorporated into the reconstruction, and still announces "Mt. Rainier National Park" to visitors.

The Superintendent's residence (N-101), built in 1915, is a timber frame, cedar-shingled building with a log veranda extending across the front façade. Alterations and additions have occurred over time, the most extensive being in 1968, when a carport and covered walkway to the house were constructed. Other than these additions to the north side of the building, the building exterior is relatively unchanged. The Ranger's residence (N-102) is also relatively unchanged over time. An attached woodshed addition was made to the west side of the residence for extra storage space, but otherwise, the building's exterior still represents that which was built in 1915.

The Nisqually Entrance entrance station and residence (N-001), built in 1926, is an excellent example of the rustic style of architecture and log construction. A rock foundation was added in 1936, and a porte-cochere and kiosk were added in 1937. The rustic style of the building was maintained through two subsequent additions in 1962 and 1985. New plant beds established in 1985 redirected traffic flow toward each kiosk, and reinforced the abandonment of the porte-cochere as an entry portal to the park.

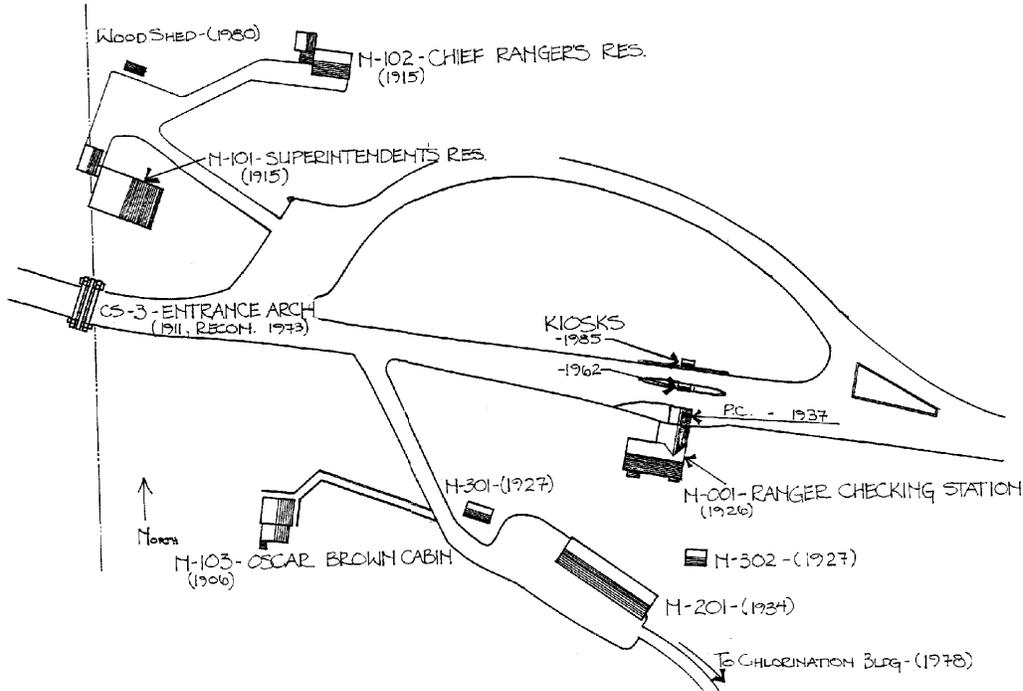
Despite these changes, the entrance station is still clearly recognizable as the building constructed in 1926.

The two comfort stations (N-301 and N-302) built in 1927, and the equipment building (N-201) built in 1934, are the other three buildings dating from the 1925-1941 period. The equipment building currently serves as a workshop and is in good condition, though neither of the comfort stations still functions in their original capacity. N-302, the building located almost behind the entrance station is currently boarded up, and is in a deteriorated condition. N-301, the comfort station furthest from the entrance station, is now used as a work station. All three buildings still retain their historic location and rustic character.

The most obvious changes to Nisqually Entrance buildings has been the addition of two kiosks as islands between entry lanes of the Road to Paradise, and the abandonment of the porte-cochere as an entry portal to the park. However, the blocking of the porte cochere by a contemporary plant bed, is a condition that is reversible. Other than these changes, the other modifications to the buildings and structure of Nisqually Entrance have resulted in no losses of buildings. The buildings that existed in 1941 are still extant in their original locations. The seven historic buildings and one historic structure of Nisqually Entrance still retain their rustic character and contribute to the significance of Nisqually Entrance.



Photograph of the Ranger's residence, built in 1915, viewed from the west. Note the driveway to the residence was added after the historic period. (CCSO, 1994.)



Plan showing the seven historic buildings and one historic structure at Nisqually Entrance, along with the recent additions of the woodshed, garage, kiosks, and chlorination house. (CCSO, 1994.)



Photograph of the equipment building, constructed in 1934. Note the parking area behind the building, and one of the original comfort stations in the foreground. This comfort station is currently being used as a work station. (CCSO, 1994.)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Equipment Building	Contributing	Equipment Building	30242	N-201
Men's Comfort Station	Contributing	Men's Comfort Station / Storage Shed	30243	N-301
Nisqually Entrance arch	Contributing	Nisqually Entrance Arch	06697	CS-3
Nisqually Entrance station	Contributing	Entrance Station & Residence	12966	NE-001
Ranger's residence	Contributing	Residence	06701A	NE-102
Superintendent's residence	Contributing	Superintendent's Residence-Nisqually Entrance	12969	NE-101
Women's Comfort Station	Contributing	Women's Comfort Station	30244	N-302
Oscar Brown Cabin	Undetermined	First Park Administration Building (Residence)	06702A	NE-103

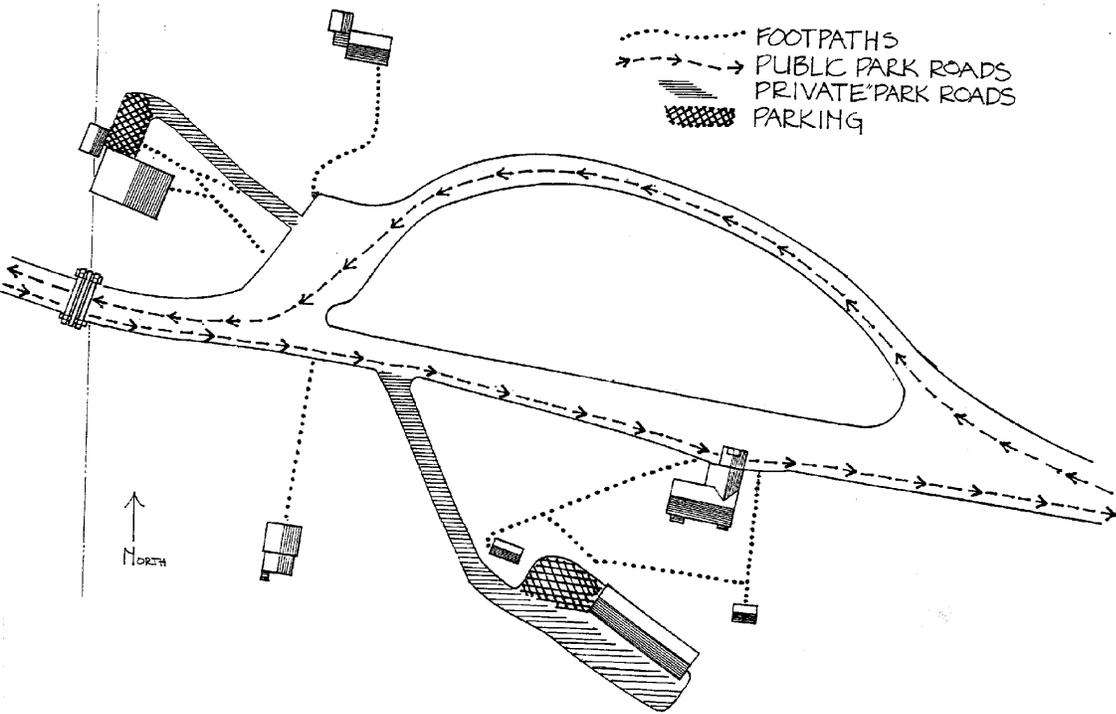
Circulation

After 1907, visitors traveling to the park in their automobiles were required to stop at the Oscar Brown cabin to register and pay for a vehicle permit. A reported 3,230 vehicles entered the park in 1919, each paying a \$5 fee. After the construction of the new entrance station in 1926, vehicles no longer stopped at the Oscar Brown cabin, but instead pulled up to the front of the entrance station to pay their fee. A one-way exit lane ran north of the station and rejoined the entry lane before passing out of the arch. Other roads through the area included a service road and parking area associated with the buildings south of the main road, and a driveway leading to the residences north of the exit lane. Originally these roads had a gravel surface, but they were later paved. A stone-lined path leads to the Ranger's residence from stone steps and a retaining wall along the road. Early photographs of the Superintendent's residence show dirt paths extending across the front lawn between the porch and driveway. Paths built by the CCC in 1935 connected the comfort stations with the entrance station. The paths were unpaved, and lined with small stones. A path also led directly from the entry lane of the Road to Paradise to the Oscar Brown cabin.

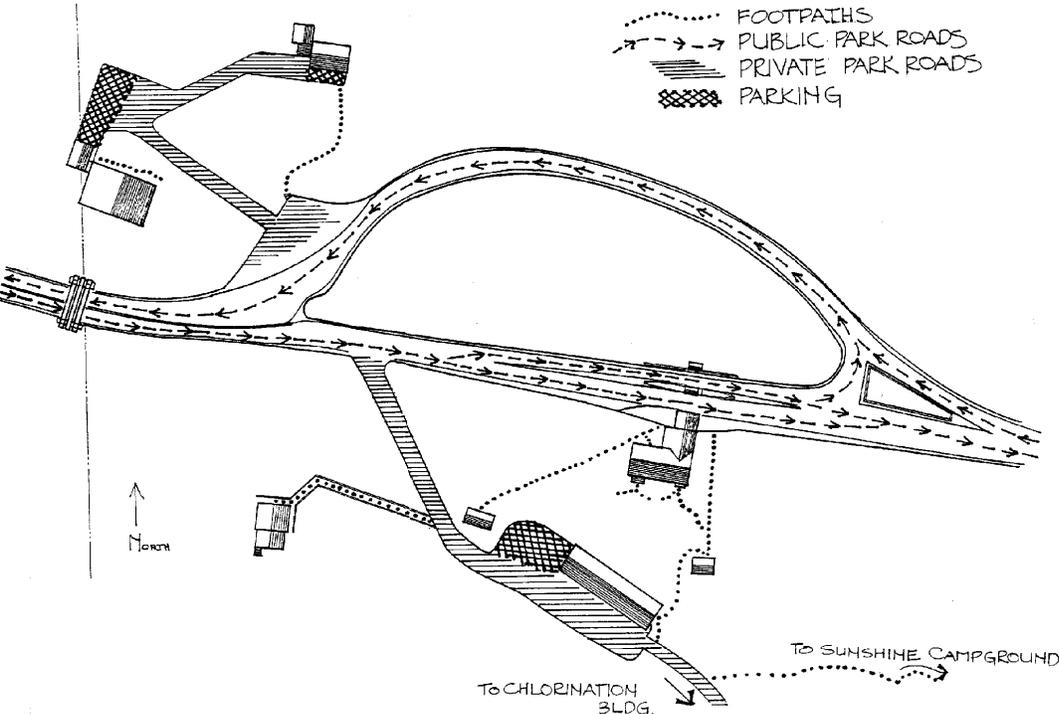
A series of small changes have taken place since 1941. In 1962, a detached kiosk was added to the entrance station to accommodate vehicles that were too large for the porte cochere. In 1985, a second kiosk and vehicle lane was added, widening the entry lane of the Road to Paradise at this point. The parking area in front of the Superintendents residence was enlarged and the driveway to the Ranger's residence was added. The earlier configuration of the parking area behind the equipment building is not known, but presently, there are spaces for about ten vehicles, and rocks outline the area. A short road extends east from the parking lot to the chlorination building. From here a path enters the woods towards Sunshine Point campground. In 1992, a path was built from the service road to the Oscar Brown cabin. Despite the changes described, the overall pattern of circulation throughout Nisqually Entrance is still recognizably similar to the circulation that existed in the 1925-1941 period.



Photograph showing a tour bus about to turn towards Nisqually Entrance arch, where the exit and entry lanes of the Road to Paradise reconverge. Note the kiosks at the entrance station in the distance. (CCSO, 1994.)



Plan showing circulation at Nisqually Entrance during the historic period. Note the single entry lane to the entrance station, the path linking the two comfort stations, and the path from the road south to Oscar Brown cabin. (CCSO, 1994.)



Plan showing current circulation at Nisqually Entrance. Note the addition of a second entry lane at the entrance station, the extended driveway to the Ranger's residence, and the new path to Oscar Brown cabin. (CCSO, 1994.)

Natural Systems And Features

Historically, erosion from steep slopes and drainage problems were the two chief concerns in the development of Nisqually Entrance. North of the entry arch, a dry-laid rock retaining wall approximately 12 feet high, was constructed. This structure connected with another wall supporting the south-sloping front yard of the Superintendent's residence. Another low rock retaining wall extended from the east side of the driveway along the toe of the north slope. In 1933, the Civilian Conservation Corps (CCC) installed earth-filled log grids on this embankment, in an effort to stop erosion and slippage. The CCC planted the reinforced slope to hide construction scars. (The exact location of this work was not found in historic documentation.) North of the exit lane a vegetated swale was created in parallel to the road, to accommodate storm water run-off from the above slope. Leading from the swale, a culvert passed under the Road to Paradise, emptying into a depression in a vegetated island between the exit and entry lanes. Storm water accumulated within the central island and was then fed by another culvert under the entry lane to a swale paralleling the south side of the Road to Paradise. The CCC lined these swales with sod. A small wetland area, just east of the checking station, posed drainage challenges on the south side of the Road to Paradise. In 1935, the CCC built elevated paths on dykes at the edge of the wetland, leading to the comfort stations. Culverts were placed beneath each dyke to allow the wetland to drain under the pathways towards the park boundary. Drainage problems south of the Road to Paradise contributed to the replacement of the checking station foundation in 1936, with a stone masonry foundation. In performing this work, the CCC raised the finished floor elevation of the checking station by one foot.

Today, these drainage features still remain, and reflect a response to natural features at Nisqually Entrance. In some cases, the efficacy of drainage features has been reduced through lack of maintenance. Where drainage swales have been allowed to fill with forest debris and vegetation, and where culverts have not been cleaned out, the drainage system does not efficiently conduct water and pooling of storm water occurs.



Photograph looking east along the exit lane at Nisqually Entrance, showing the depression in the central vegetated island to the right, or south side. (CCSO, 1994.)

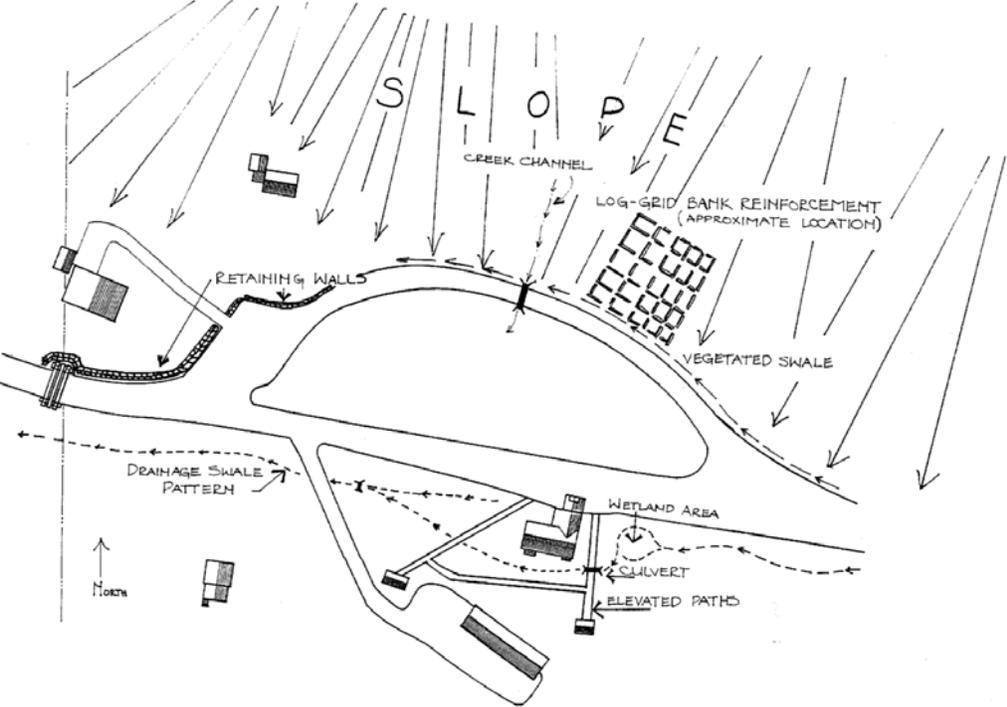


Diagram showing the development of Nisqually Entrance during the historic period 1925-1941, in response to natural features. (CCSO, 1994.)

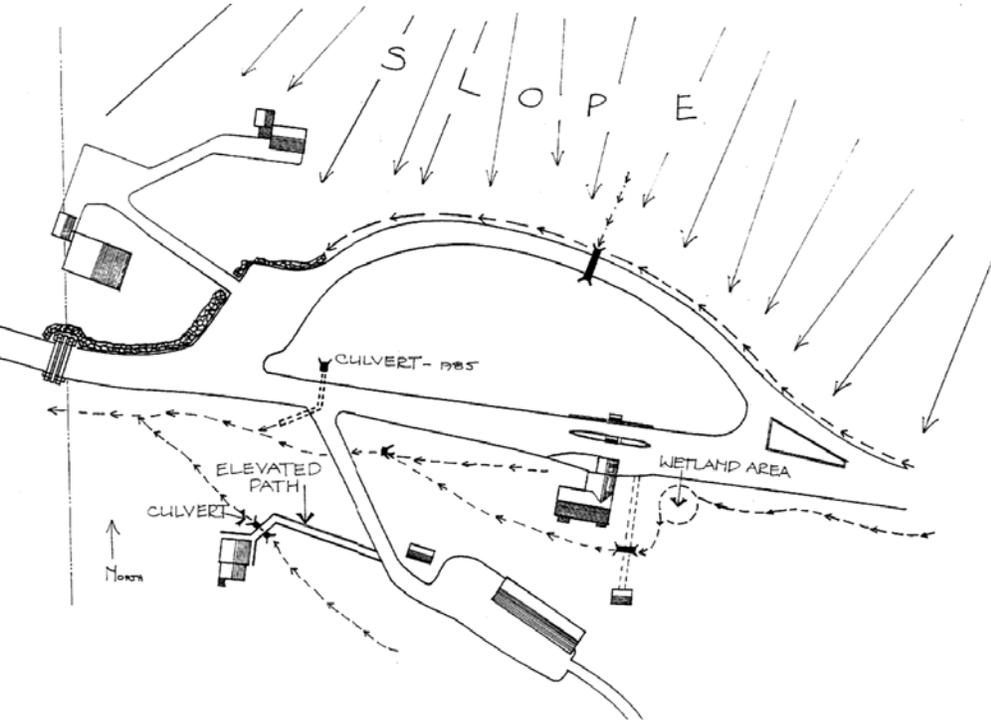


Diagram showing the existing conditions of drainage infrastructure at Nisqually Entrance. (CCSO, 1994.)

Small Scale Features

Small Scale Features

Some small scale features dating from the 1925 to 1941 period remain at Nisqually Entrance. Intact masonry work can be found in the high, dry-laid retaining wall leading from the Nisqually Entrance arch to the driveway to the Superintendent's and Ranger's residences. Beyond the driveway, a low retaining wall and three stone steps serving the path to the Ranger's residence are small scale features of the site. These are also dry-laid, with the exception of a portion of the low retaining wall closest to the mouth of the driveway, which is mortared in place. The rock garden at the Superintendent's residence contains a concrete, stone-edged water channel and fish pond. These small scale features are becoming overgrown by vegetation and are not well delineated.

Stone-faced culverts connect the vegetated swales on the south side of the Road to Paradise. Over the years, some culverts north of the exit lane have been replaced with metal piping. The siting of these features, the selection of natural materials, the simple designs and careful attention to craftsmanship, integrate these small scale features with the landscape.

Some small scale features have been lost or modified over time. The United States flag that was originally flown from a pole extending from the north gable of the entrance station is now displayed on a pole in front of one of the newer kiosks. Losses include numerous directional and information signs that were historically mounted on wooden posts on the porch of the entrance station, as well as one attached to the entry gate. A large wooden National Park Service emblem sign has been added to the right side of Nisqually Entrance arch.

Lighting fixtures along the drive to the Superintendent's and Ranger's residences are of a contemporary metal and glass design. Three low, wooden fixtures are located along the new path to Oscar Brown cabin. While these fixtures are not historic, they are compatible in design, and are positioned so that their light is not visible from the Road to Paradise.

Overall, there are some small scale features which remain from the historic period, and these contribute to historic character of Nisqually Entrance.



Photograph showing the fish pond near the Superintendent's residence. The concrete fish pond is capped with stone, and is fed by a water channel. The pond is surrounded by a rockery, with both native and ornamental plants. (CCSO, 1994.)



Photograph showing the location of the flag pole on the Nisqually Entrance station in the late 1920s. (MORA photo file, neg. 1594)



Photograph showing the contemporary location of the flag pole, now sited in front of a kiosk built in 1962. (CCSO, 1994.)

Spatial Organization

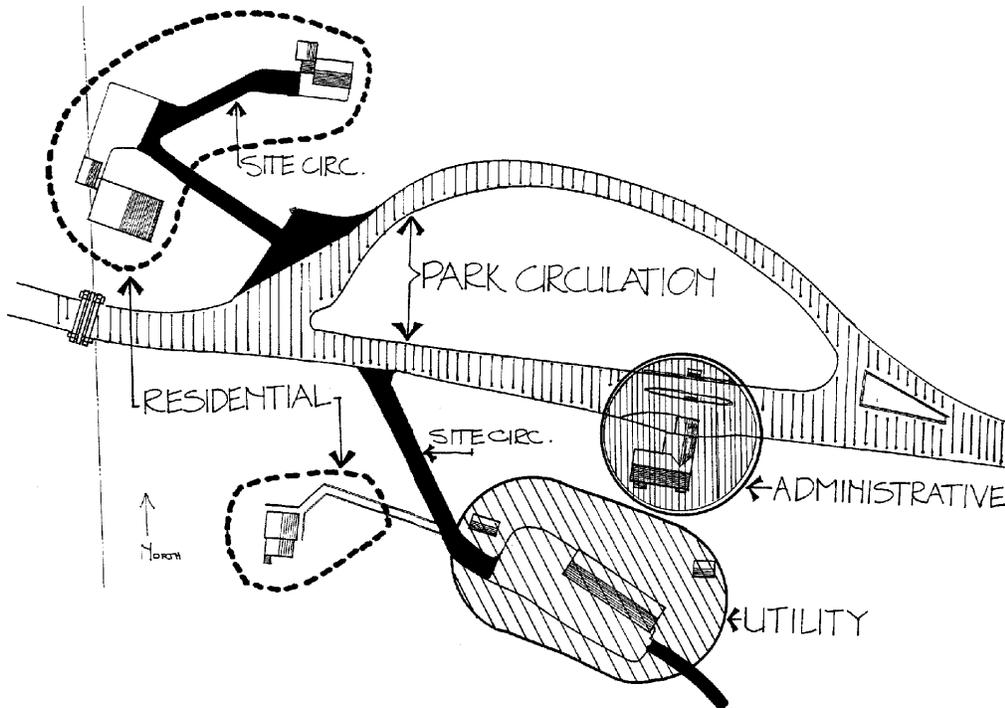
The spatial organization of Nisqually Entrance still reflects the pattern laid out during the years of 1906 to 1941. Although the spatial organization grew incrementally with the development of the site, the layout was carefully considered and well conceived for functional and aesthetic purposes. The organization is essentially linear, with one node or cluster off either side of the linear axis. This layout took advantage of the natural topography of the site and considered the necessary proximity of each function in relation to the visitor on the road.

The park entry/exit functions of Nisqually Entrance occupy the linear axis of the site layout. The west-to-east alignment of the road was located in the path of least resistance, following the flat bench at the base of a slope to the north, and the Nisqually River to the south. The first building, Oscar Brown cabin, was sited to the south side of the road, where level ground was most abundant, and where motorists had room to pull-off the road and pay their entry fees. The next structure to be built, Nisqually Entrance arch, was sited spanning the Road to Paradise on the park boundary line. The divided lanes of the road through Nisqually Entrance made use of a natural depression in the middle of the flat bench as a central planted island. Dividing the two lanes of the Road to Paradise made the entry lane more easily monitored by the ranger at the entrance station.

The utility functions remain where they were originally located in a cluster off the south side of the road. The long equipment building and expansive parking area best fit the level ground of the flat bench just above the river. For aesthetic reasons, they were discreetly sited behind the entrance station, where they would not be visible to visitors. The residential area remains where it was originally located, in a cluster off the north side of the road. Unlike the equipment building, the Superintendent's residence was sited where the location could take advantage of the rise in elevation to make the building highly visible to visitors. The Ranger's residence also had an elevated position off the north side of the road. This promontory position provided a good vantage point for the ranger, and may have also been considered most appropriate for drainage considerations.

The administrative function of Nisqually Entrance was moved from Oscar Brown cabin to the entrance station, after its construction in 1926. The administrative function is historically central to the role of Nisqually Entrance, and hence the entrance station was sited in a central location along the linear path of the Road to Paradise entry lane.

The administrative, park entry/exit circulation, residential, and utility functional areas still remain intact, and in their original locations within the spatial organization of Nisqually Entrance. Hence, the spatial organization of Nisqually Entrance retains integrity.



Plan showing the current spatial organization of Nisqually Entrance, with functional areas indicated. These functional areas, administrative, utility, residential, and park entry/exit circulation, are unchanged since the 1925-41 period. (CCSO, 1994.)

Topography

Nisqually Entrance is located on a flat bench at 2002 feet elevation. At the same elevation, the Nisqually River parallels the road approximately 1200 feet to the south. The entry and exit lanes of the road are essentially level, while the steep slope north of the site approaches a 55% gradient in some areas. Moving southwards from the edge of the Road to Paradise, the bank slopes gently down, flattening out to an area several feet below the road level. This is where the equipment building and Oscar Brown cabin are located. The topography of the site has not been modified since the historic period, and therefore retains integrity.

SITE TOPOGRAPHY - SECTION / ELEVATION

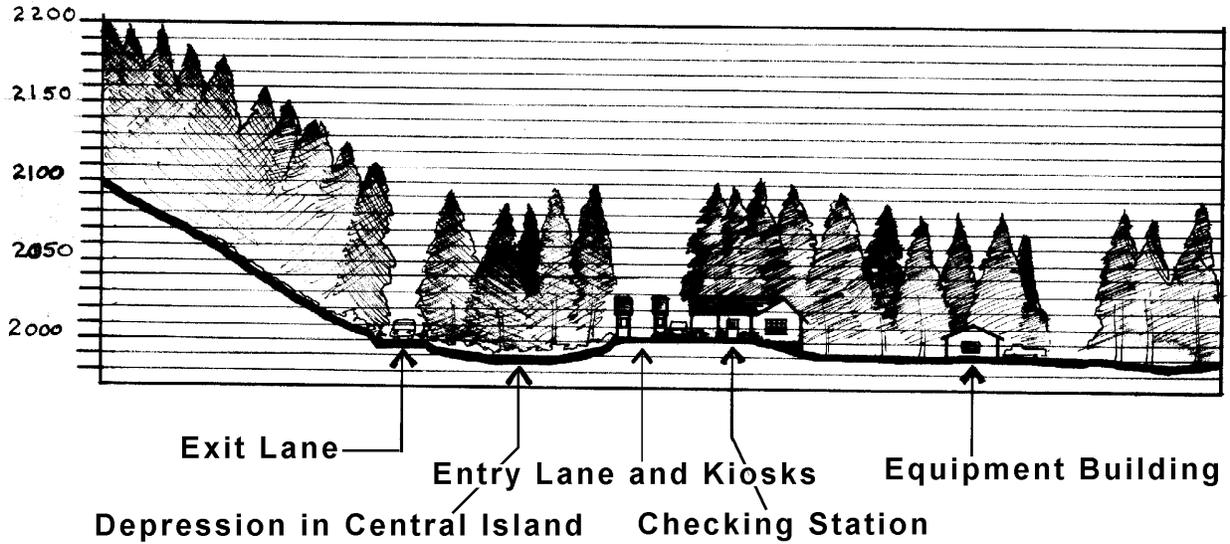


Diagram indicating the topographic position of the Nisqually Entrance station in relation to equipment building, the entry and exit lanes of the Road to Paradise, and the central island separating the two lanes. (CCSO, 1994.)

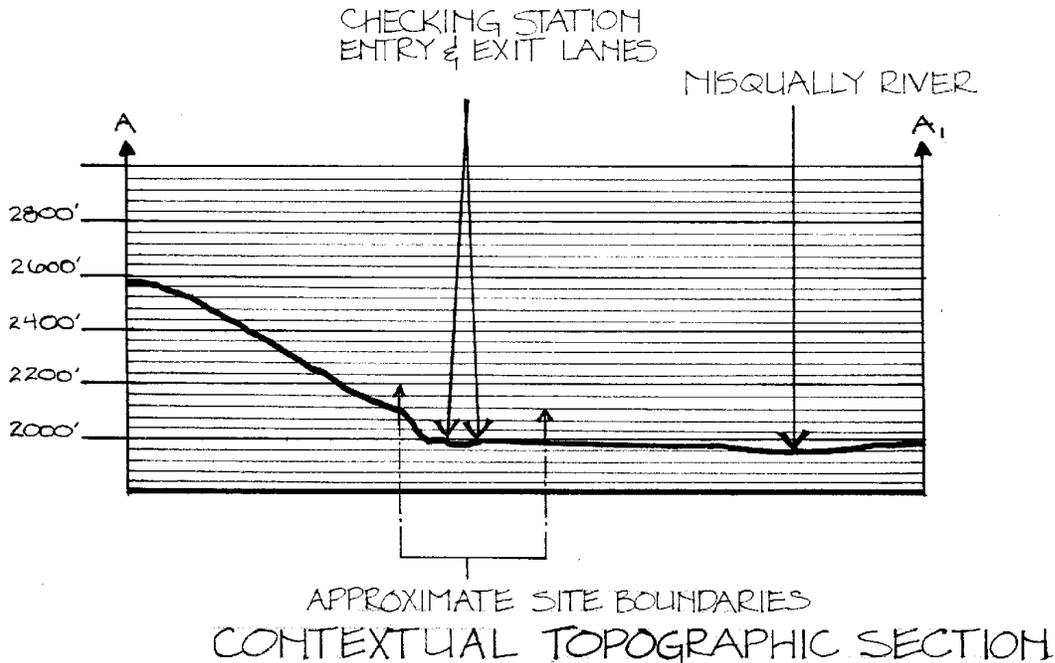


Diagram to show the topographic position of Nisqually Entrance station in relation to the north slope above the site, and the Nisqually River to the south. (CCSO, 1994.)

Vegetation

Nisqually Entrance is located within a 100 to 200-year old forest. The climax association of this forest is Western hemlock and Western swordfern, typical of flat benches and the bases of south-facing slopes in the lower elevations of the park. The dominant trees at Nisqually Entrance, however, are Western red cedar. Many Western red cedars are evident in historic photographs of Nisqually Entrance as younger trees, but now form a high, closed canopy over most of the area.

A 1912 photograph of Oscar Brown cabin shows several very young conifers to the west, with the area in front of the cabin completely devoid of vegetation and used as a parking area. In 1927, coniferous trees, shrubs and ferns were planted near the Nisqually Entrance arch. By then, the area between the arch and Oscar Brown cabin contained conifers and young alders. Tall cedars formed the backdrop to the entrance station and the equipment building, when they were completed in 1926 and 1934, respectively. In 1935, the Civilian Conservation Corps (CCC) planted shrubs and ferns in bare ground behind the Nisqually Entrance arch. The area around the Superintendent's residence was maintained as lawn. Across the driveway from the Superintendent's residence, young Douglas firs grew in scrubby grass beneath tall cedars. A historic photograph shows the forest understory of the north slope to be rather sparse, similarly to how it appears today.

Today, the retaining wall to north side of the arch is covered with Vine maple and plants such as Oxalis and Western swordfern. South of the road and under a high canopy of Western red cedar and Vine maple, a rich herb layer spreads over a broad swale. These plants include Vanilla leaf, Sweet woodruff, Oxalis, Western swordfern, moss and other ferns. A cluster of very young Douglas fir trees grows directly in front of the Oscar Brown cabin, and a very large Bigleaf maple grows beyond the cabin. East of the cabin, a vegetated swale runs through a maintained grass/herb area at the edge of the cedar woods which surround the equipment building. North of the entrance station a wet area is populated by Western red cedar along the edges and Western swordfern, Skunk cabbage, and Devil's club in the wet soil.

The slope to the north of the exit lane, containing large cedar and Douglas fir trees, has a moderately developed understory. Evidence of slope instability is seen in the "gun-stocked" trunks of many trees. A vegetated swale follows the edge of the road. Cut-slopes are covered with Western swordfern and Vanilla leaf, mitigating the original construction scars.

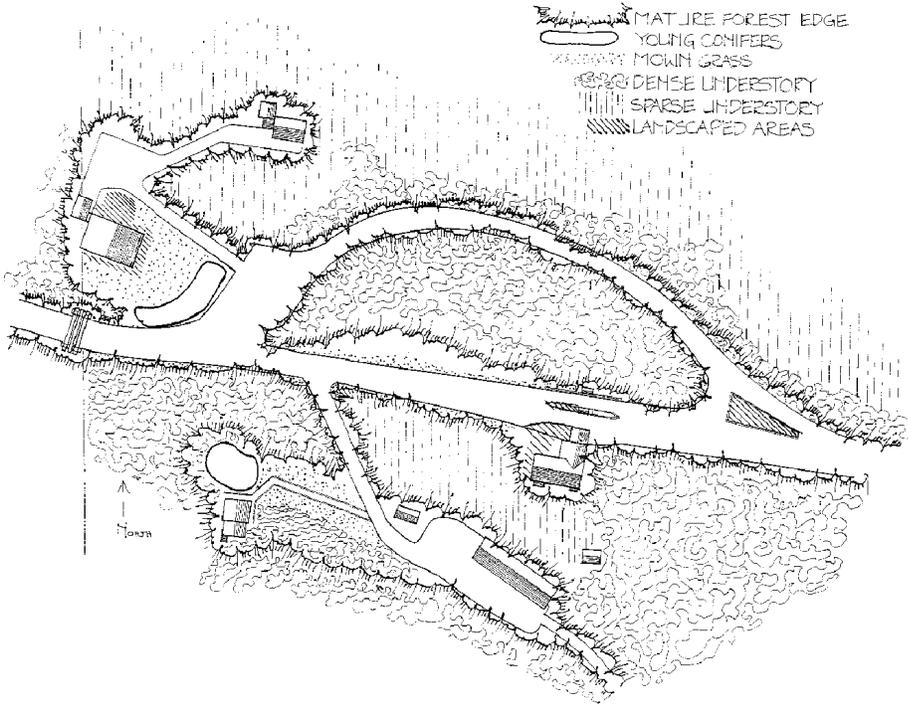
The front yard of the Superintendent's residence is still maintained in lawn, while mature rhododendrons serve as foundation plantings, and several large Western red cedars mark the entry. In the rockery between the house and driveway, a variety of ferns grow among several varieties of ornamental grasses and irises.

Several plant beds were created in the vicinity of the entrance station when the second kiosk was built in 1985. These were filled with topsoil, and then stocked with native species such as Western swordfern, Oregon grape, and Salal. A disturbance association of blackberry, horsetail, turf grass, and weeds, grows along the north edge of the entry lane.

Overall, the general structure of vegetation at Nisqually Entrance remains the same as it did in the historic period, although the experience of entering the park has probably intensified with the full development of the trees and tree canopy. In certain areas, the understory has followed natural patterns of maturation for the forest type, and the older planted areas have blended well with indigenous vegetation.



Photograph showing a dry-laid stone wall covered with herbaceous plants, and a set of stone steps leading to a building at Nisqually Entrance. (CCSO, 1994.)



Plan showing current vegetation patterns at Nisqually Entrance. (CCSO, 1994.)



Photograph showing a variety of grasses and irises surrounding a stone-lined concrete pond and water channel in the rockery at the Superintendent's residence.



Photograph showing a cedar grove south of the Road to Paradise with Oscar Brown cabin barely visible in the distance. When compared to a historic photo of Oscar Brown cabin in 1912, the density of present vegetative cover is evident. (CCSO, 1994.)

Views And Vistas

As Nisqually Entrance is enveloped by dense forest, there are no significant views within the site, and views along the Road to Paradise in either direction soon become obscured by vegetation. However, one of the most renowned views of the entire national park -- that of the Nisqually Entrance arch seen from the approach road -- remains almost identical to that of the 1920s. This view is so much a part of visitor's experience of the park, that tour busses and private automobiles frequently stop before entering the park to photograph it, an ongoing tradition for more than 80 years.



Photograph showing the renowned view of the Nisqually Entrance arch in 1927. (MORA photo file, neg. 1280.)



Photograph showing the view of Nisqually Entrance arch in 1994. (CCSO, 1994.)

Management Information

Management Unit: NA
Tract Numbers: NA
State and County: Lewis County, WA
State and County: Pierce County, WA
Size (acres): 14.70

Boundary UTM

Boundary UTM(s):	Source	Type	Datum	Zone	Easting	Northing
	USGS Map 1:24,000	Area	NAD 27	10	582721	5176779

GIS File Name:

GIS File Description:

National Register Information

National Register Documentation: Entered -- Inadequately Documented

Explanatory Narrative:

Formerly, Nisqually Entrance was listed on the National Register of Historic Places as Nisqually Entrance Historic District in a 1991 multiple property nomination for the park. In 1997, Nisqually Entrance was included in the National Historic Landmark District nomination. The NHL nomination documented the landscape characteristics and features of Nisqually Entrance including Spatial Organization, Circulation, Topography, Vegetation, Buildings and Structures.

NRIS Information:

NRIS Number:	97000344
Primary Certification:	Listed In The National Register
Primary Certification Date:	2/18/1997
Other Certifications:	Designated National Landmark
Other Certification Date:	2/19/1997
Name In National Register:	Mount Rainier National Park
NRIS Number:	91000172
Primary Certification:	Listed In The National Register
Primary Certification Date:	3/13/1991
Other Certifications:	Date Received/Pending Nomination
Other Certification Date:	1/29/1991
Name In National Register:	Nisqually Entrance Historic District

National Register Eligibility:

Explanatory Narrative:

Date of Eligibility Determination:

National Register Classification: District

Significance Level: National

Contributing/Individual: Contributing

Significance Criteria: A -- Inventory Unit is associated with events that have made a significant contribution to the broad patterns of our history
C -- Inventory Unit embodies distinctive characteristics of type/period/method of construction; or represents work of master; or possesses high artistic values; or represents significant/distinguishable entity whose components lack individual distinction

Period Of Significance

Time Period: 1906 - 1917 AD

Historic Context Theme: Creating Social Institutions and Movements

Historic Context Subtheme: Recreation

Historic Context Facet: General Recreation

Time Period: 1925 - 1941 AD

Historic Context Theme: Creating Social Institutions and Movements

Historic Context Subtheme: Recreation

Historic Context Facet: General Recreation

Historic Context Theme: Expressing Cultural Values

Historic Context Subtheme: Landscape Architecture

Historic Context Facet: The 1930's: Era Of Public Works

Historic Context Theme: Expressing Cultural Values

Historic Context Subtheme: Landscape Architecture

Historic Context Facet: The Automobile Age And Suburban Development

Area Of Significance:

Category: Landscape Architecture

Priority: 1

Category: Architecture

Priority: 2

National Historic Landmark Information

National Historic Landmark Status:	Yes
Date Determined Landmark:	2/18/1997
Landmark Theme:	National Park Service landscape architecture, National Park Service master planning

World Heritage Site Information

World Heritage Site Status:	No
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Cultural Landscape Type and Use

Cultural Landscape Type:	Historic Designed Landscape
Current and Historic Use/Function:	
Use/Function Category:	Government
Use/Function:	Government Office
Detailed Use/Function:	Entrance Station (Guardhouse)
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Government
Use/Function:	Government Office
Detailed Use/Function:	Ranger Station
Type Of Use/Function:	Both Current And Historic

Ethnographic Information

Ethnographic Survey Conducted:	Yes-Restricted Information
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Associated Groups

Name of Peoples:	American Indian, Klickitat and Nisqually
Type of Association:	Historic

Significance Description:

Existing documentation suggests that the southwest portion of Mount Rainier, where Nisqually Entrance and the Road to Paradise is located, was used by American Indian groups for seasonal hunting and gathering. In 1857, a Native American (Klickitat and Nisqually) named Indian Henry, guided James Longmire and his party to the mountain and mineral springs which become

Longmire Springs. Local history suggests that Indian Henry befriended, guided, and traded with a number of white settlers including Longmire, Kautz, and Van Trump. Documentation also suggests that the "first road to Tacoma" followed an old hunting trail that led west from the Cowlitz River, along the base of the mountain, to Elbe. It is also possible that one of the early hunting trails used by these groups was used by James Longmire for the road he built in 1861. This road ran between Yelm Prairie and the mineral springs now known as Longmire. This wagon road was the predecessor to the Road to Paradise.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

The lands adjacent to the National Park boundary are visible in the foreground of the Nisqually Entrance Arch, and when looking back through the arch from within the park. These primarily private lands along the road corridor therefore have the potential to positively or negatively influence the experience of arriving at the Nisqually Entrance arch.

General Management Information

Management Category: Must Be Preserved And Maintained

Management Category Date: 2/18/1997

Explanatory Narrative:

Nisqually Entrance is a historic designed landscape that contributes to the significance of a National Historic Landmark District. It therefore meets the criteria for this management category.

Maintenance Location Code: R901

Condition Assessment And Impacts

The criteria for determining the condition of landscapes is consistent with the Resource Management Plan Guideline definitions (1994) and is decided with the concurrence of park management. Cultural landscape conditions are defined as follows:

Good: indicates the landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the landscape shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character-defining elements will cause the landscape to degrade to a poor condition.

Poor: indicates the landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

Undetermined: Not enough information available to make an evaluation.

Condition Assessment: Fair

Assessment Date: 09/30/1998

Date Recorded: 09/30/1998

Park Management Concurrence: Yes **Concurrence Date:** 3/2/2004

Level Of Impact Severity: Moderate

Stabilization Measures:

Impact:

Type of Impact: Improper Drainage

Internal/External: Internal

Description:

Pooling of water on the road surface occurs during wet months of the year, as storm water is not adequately conducted into swales. This is due to lack of maintenance of drainage swales, and the swales filling up with sediment and vegetation over time.

Agreements, Legal Interest, and Access

Management Agreement:	None
Explanatory Narrative:	
NPS Legal Interest:	Fee Simple
Explanatory Narrative:	
Public Access:	Unrestricted

Treatment

Approved Treatment: Undetermined
Approved Treatment Document:
Document Date:
Explanatory Narrative:
Approved Treatment Completed:

Approved Treatment Cost

LCS Structure Approved Treatment Cost: \$91,500
Landscape Approved Treatment Cost: \$0
Cost Date: January 1, 1993
Level of Estimate: C - Similar Facilities
Cost Estimator: Support Office
Explanatory Description: The following is the breakdown of LCS Approved Treatment Costs for the preservation of the buildings at Nisqually Entrance: Nisqually Entrance Arch 30,500; Superintendent's Residence \$11,250; Ranger's Residence \$30,500; Oscar Brown Cabin \$15,000; Equipment Building \$5,000; Men's Comfort Station \$7,000; Women's Comfort Station \$13,000;

Stabilization Costs

LCS Structure Stabilization Cost: \$0
Landscape Stabilization Costs: \$30,000
Cost Date: September 1, 1998
Level Of Estimate: C - Similar Facilities
Cost Estimator: Support Office
Explanatory Description: The following is a breakdown of Other Stabilization Costs for stabilizing the Nisqually Entrance. The costs are associated with correcting drainage problems, removing hazard trees from nearby structures,

redelineating/removing vegetation from dry-laid rockery walls and stone paths. The costs were determined using the Class C Estimating Guide, and with the expertise of the Cultural Resource Specialist at MORA.

Fix swale perpendicular to roadside at entrance station = 2,500

Fix puddle at rear steps behind entrance station/residence = 2,500

Remove hazard trees around entrance station and limb others = 3,000

Lift/reset/clear vegetation/reset stone pavers behind entrance station = 2,500

Clear vegetation/delineate rockery/pool at Supt.'s residence = 1,000

Remove hazard trees and limb other trees around Ranger's residence = 2,500

Build 3ft high/10ft long dry-laid rock wall at parking space at Supt.'s residence = 3,000

Trench/redefine/grade drainage swale at roadside/base of wall near arch = 5,000

Correct 2 downspout outfalls at Ranger's residence = 1,000

Deepen and widen swale at base of bank from Ranger's residence = 2,000

Correct drainage problems at utility parking area/ new swale to Oscar Brown cabin = 5,000

Total = 30,000

Documentation Assessment and Checklist

Documentation Assessment: Fair

Documentation:

Document: Historic Resource Study

Year Of Document: 1978

Amplifying Details: Mount Rainier National Park, Washington: Historic Resource Study. Denver, Co: National Park Service, Denver Service Center, 142

Adequate Documentation: No

Document: Other

Year Of Document: 1926

Amplifying Details: Tomlinson to D.R. Hull, Landscape Engineer, National Park Service, Los Angeles, 20 February 1926. National Archives and Records Administration, Record Group 79, Entry 22, Box 18.

Adequate Documentation: Yes

Explanatory Narrative:

Tomlinson's correspondence to Hull describes the selection of the proposed Nisqually Entrance Station as a type similar to the one constructed at Yosemite, rather than the type at Yellowstone National Park.

Document: Other

Year Of Document: 1938

Amplifying Details: Good, Albert, H. Park and Recreation Structures: Park Structures and Facilities. Colorado: Graybooks, 1990 reprint of 1935 NPS edition, 17, 23

Adequate Documentation: Yes

Explanatory Narrative:

This book includes a drawing and commentary on the Nisqually Entrance arch and gates.

Document: Other

Year Of Document: 1990

Amplifying Details: National Register Multiple Property Nomination Form, The Historic Resources of Mount Rainier National Park. Seattle, Washington: Cultural Resources Division, Pacific Northwest Region, 1990.

Adequate Documentation: No

Explanatory Narrative:

The National Register Nomination identifies Nisqually Entrance as a historic district. The nomination focuses primarily on historic buildings and structures, and does not document the other landscape characteristics of Nisqually Entrance.

Document:	Other
Year Of Document:	1991
Amplifying Details:	List of Classified Structures Inventory. Pacific Northwest Regional Office, 1991.
Adequate Documentation:	No
Explanatory Narrative:	Architectural inventory of the buildings and structures in the National Park, including those at Nisqually Entrance.
Document:	Other
Year Of Document:	1994
Amplifying Details:	Mount Rainier National Park Roads and Bridges. Washington, DC: Historic American Engineering Record. HAER WA-35
Adequate Documentation:	Yes
Explanatory Narrative:	The historic development of the buildings and structures at Nisqually Entrance is described in a narrative report.

Appendix

Bibliography

Citations:

Citation Author: Comp, T. Allan
Citation Title: Historic Building Inventory, Mount Rainier National Park
Year of Publication: 1983
Source Name: CRBIB
Citation Number: 004284
Citation Type: Both Graphic And Narrative
Citation Location: WASO, MORA, CCSO

Citation Author: Unrau, Harlan D.
Citation Title: Historical Overview and Preliminary Assessment of Rock Work, Bridges, and Roadway-Related Appurtenances Along State Highways 410 and 123 in Mount Rainier National Park
Year of Publication: 1988
Source Name: CRBIB
Citation Number: 014609
Citation Type: Narrative
Citation Location: WASO, MORA, CCSO

Citation Author: Thompson, Erwin N
Citation Title: Mount Rainier National Park, Washington, Historic Resource Study
Year of Publication: 1981
Source Name: CRBIB
Citation Number: 011441
Citation Type: Both Graphic And Narrative
Citation Location: WASO, MORA, CCSO

Citation Author: Staff
Citation Title: Resource Management Plan, Mount Rainier National Park
Year of Publication: 1990
Source Name: CRBIB
Citation Number: 015743
Citation Type: Both Graphic And Narrative
Citation Location: MORA, CCSO

Citation Author: Catton, Theodore
Citation Title: Wonderland, An Administrative History of Mount Rainier National Park
Year of Publication: 1996
Source Name: CRBIB
Citation Number: 017248
Citation Type: Both Graphic And Narrative
Citation Location: WASO, MORA, CCSO

Citation Author: National Park Service
Citation Title: Mount Rainier National Park Roads and Bridges. Washington, DC: Historic American Engineering Record
Year of Publication: 1994
Source Name: HAER
Citation Number: HAER WA-35
Citation Type: Both Graphic And Narrative
Citation Location: LOC, WASO, MORA, CCSO

Citation Author: McClelland, Linda Flint
Citation Title: Building the National Parks: Historic Landscape Design and Construction. Baltimore and London: The John Hopkins University Press
Year of Publication: 1998
Source Name: Library Of Congress/Dewey Decimal
Citation Number: SB482.A4M3 1998
Citation Type: Both Graphic And Narrative
Citation Location: LOC, WASO, CCSO

Citation Author: Carr, Ethan
Citation Title: Wilderness By Design: Landscape Architecture and the National Park Service. Lincoln and London: University of Nebraska Press
Year of Publication: 1998
Source Name: Library Of Congress/Dewey Decimal
Citation Number: SB482.A4C37 1998
Citation Type: Both Graphic And Narrative
Citation Location: LOC, WASO, CCSO

Supplemental Information